



25 November 2020

TfNSW Reference: SYD20/00774/03

DPIE Reference: SSD 10477

Department of Planning & Environment  
GPO Box 39  
Sydney, NSW 2001

Attention: Anna Dorocinska

Dear Sir/Madam

**REQUEST FOR ADVICE ON RESPONSE TO SUBMISSIONS FOR SYDNEY BUSINESS PARK STAGE 3 (MARSDEN PARK INDUSTRIAL PRECINCT)**

Reference is made to the Department's correspondence dated 2 November 2020, requesting comments from Transport for NSW (TfNSW) on the Response to Submissions for the abovementioned application.

TfNSW has reviewed the submitted documents and provides the following comments for consideration:

1. The modelling has assumed the 3 lane Richmond Road upgrade, however, there is currently no schedule to undertake the upgrade.
2. The traffic assessment report concludes that the proposed development has an impact on the performance of the existing intersections on Richmond Road. The proposal will have to assess the impact to the existing road network and implement mitigation measures to ensure the development maintains the current level of service along the network.
3. The SIDRA analysis cycle lengths of 150 secs have been used. The maximum cycle length to be used is 140 secs.
4. The Revised Traffic Assessment (RTA), provides a draft Green Travel Plan (GTP), and Travel Access Guide (TAG), and it is noted Sydney Business Park commits to finalising the GTP and TAG for the development prior to occupation of any building. Incorporating the following recommendations into the GTP and TAG will assist Sydney Business Park in reducing the proportion of single-occupant car travel and increase the mode share of car sharing, public transport and active transport for the development. It is requested that prior to the issue of the first Occupation Certificate, the applicant be conditioned to prepare a comprehensive Green Travel Plan (GTP), in consultation with TfNSW. The draft GTP should be revised to address the following:
  - Mode Share- Greater mode share towards sustainable transport modes is required. The current proposed shift of 10% away from private vehicles remains relatively high. There is

greater opportunity to increase cycling mode share with the existing off road cycle network.

- Bike Parking – increase the number of bike parking stations to encourage greater behaviour change. Include e-charging stations for e-bikes.
- Carpooling – Include incentives for carpooling such as priority parking
- Flexible working arrangements – encourage and provide opportunities to employees to work flexibly (work from home or staggered start/ finish times) to reduce impact on the existing network during peak periods.
- Appoint a Travel Plan Coordinator responsible for the implementation, review and amendment to the Travel Plan.
- Include Behaviour change programs to promote sustainable travel such as incentives e.g. company opal cards.
- Details of anticipated trips of the development including visitors and work related trips to and from the site by employees. Include mitigations for sustainable travel.
- Include information/ examples of the Travel Surveys to be conducted.
- Mode share and Travel Survey should be reviewed annually for the first five years.
- Please submit a copy of the final plan to Transport for NSW for consideration.

If you have any further questions, Sandra Grimes, Development Assessment Officer, would be pleased to take your call on (02) 9563 8651 or please email [development.sydney@rms.nsw.gov.au](mailto:development.sydney@rms.nsw.gov.au). I hope this has been of assistance.

Yours sincerely



**Pahee Rathan**

Senior Land Use Assessment Coordinator